

Business Notices.

922 Sold by LANE, CRAWFORD & Co., G. GIRAULT, at THOMAS'S GRILL ROOM, and all Retail Stores.

21 & 23, Queen's Road, Hongkong
65, Water Street, Yokohama; and
50, D'Almeida Street, Batavia.

[illegible]

100

1. *Phragmites australis* (Cav.) Trin. ex Steud.

WEDNESDAY, JUNE 16, 1897.

REUTERS' TELEGRAMS.

[Supplied to the 'China Mail']

London, 14th June, 1897.

THE UNITED STATES AND THE HAWAIIAN ISLANDS.

There are indications that President McKinley is considering the annexation of the Hawaiian Islands, or of procuring a protectorate over them which would eventually lead to annexation.

TURKEY AND THE JUBILEE.

Nunir Pasha represents the Sultan of Turkey at the Jubilee celebration.

THE EARTHQUAKE AT CALCUTTA.

The damage done by the earthquake is far more serious than was at first thought.

(L'Avenir du Tonkin.)

VIVE LA FRANCE!

Paris, June 8.

M. Felix Faure has been received with acclamation at St. Quentin, where he had gone to inaugurate the monument commemorating the defence of that town in 1577. At a banquet, the President of the Republic said that the people showed in 1870 that they followed the traditions of their ancestors. Then he proposed the toast of 'la Patrie'.

THE NEW CHINESE-BRITISH CONVENTION.

Paris, June 9.

The ratifications of the amendments on the Sino-Burmese Convention were exchanged at Peking on Saturday. China opens commercial routes between Burma and China and the Chinese community likely to take to open air exercise merely on account of a new road, to reach the commencement of which many would have to travel a considerable distance.

MONUMENT TO THE SUZUKI CANAL ENGINEER.

Paris, June 10.

At the general meeting of the shareholders in the Suzuki Canal Company it was decided to erect a monument to M. Ferdinand de Lesseps at the entrance to the Canal at Port Said. The cost is estimated at 250,000 francs.

THE PLAGUE AT JEDDAH.

Several Indian pilgrims have been struck down by plague at Jeddah.

TYPHOON WARNING.

Senor J. de Navarro, Spanish Consul, courteously forwards to us the following telegram:—

Manila, June 15.

A depression is now developing in the China Sea, W.N.W. of Luzon. Direction unknown.

WEATHER NOTICE.

The following notice is issued from the Observatory:—

On the 16th at 11.30 a. m. Barometric changes are slight, except a well marked rise of the mercury in the Chinese year. The pressure is below the normal generally, particularly in the North, the low pressure still extending over the N. E. coast of China and the Sea of Japan. Forecast:—moderate or fresh S.W. winds; mostly fair, but some showers.

THE SUSPICIOUS FIRE IN QUEEN'S ROAD.

INTERESTING DEVELOPMENTS.

At the Magistrate's today, before Mr. H. W. Woodhouse, Police Magistrate, the charge of arson was resumed against Cheng Kwan Ting, one of the owners of the cigar shop at 231 Queen's Road Central, at which a fire occurred on the morning of 21st May.

A fire on the morning of 21st May. Mr. H. L. Dennis, Crown Solicitor, conducted the prosecution; Mr. J. E. Reese appeared for the defence. Inspector Kemp was in charge of the case. Mr. H. Crombie watched the case on behalf of the South British Insurance Company. Captain Superintendent May said on the evening after the fire he went to the defendant's house and found a pocket book containing \$132.50, and an envelope containing two sheets of the edges of which corresponded with the torn edges of two sheets of an account book produced. He found the envelope between the outside covers of a Chinese trunk and the trunk itself. Cross-examined by Mr. Reese—He sent two Chinese detectives to the British Consul at Canton with the ultimate object of bringing down anyone connected with the case. They brought down Wong Yek Ping. The two sheets produced were torn out of an account book which had been saved from the fire; these sheets showed that the stock in the shop was valued at \$2,079.47. The stock had been written up again in the book at a value of \$2,283.20.

Wong Yek Ping said he was formerly a partner in the On Lung Shop, No. 231 Queen's Road Central. There were three other partners. He only knew Cheng Kwan Ting, who was the partner in the shop. On the 1st May he left the partnership, receiving \$500 for his share in the business; Cheng Kwan Ting said he had made up his mind to set fire to the shop. On 18th May he left Hong Kong. He was in bad health at the time. On 27th May he was brought back by the police, and was placed in hospital where he had been till yesterday. As far as he was aware—Cheng Kwan Ting and two others were owners of the shop at that time. The shop was insured for \$4,900. At the beginning of the Chinese year he wrote down the amount of stock in the shop at the end of the year in the stock book. The entries extended over two leaves. Showed the book, the witness said he did not see the entry in his handwriting. It had been re-written in the hand of the defendant. When the sheets were brought back by the police he found by Mr. May witness said they were in his handwriting. When written they were in the stock book. When he left the shop to go to Canton there was about \$800 worth of stock. There were in the shop at that time Cheng Kwan Ting and three others. When the defendant said he was to set fire to the place, he gave as his reasons that he had a claimant returned from California who deposited over \$1000 with him, and he must give it back. Witness wanted some outside capitalists to take over the business, but he became ill and could not do so. He then transferred his share in the business to the defendant. He advertised that he had quit the partnership. He had no interest in the shop or under the insurance policy. The shop did not owe him any money. Some further evidence was taken, and the case was again adjourned.

Mrs G. L. Teit of Kobe died there on the 2nd inst., at the age of 80. The deceased lady was a niece of the late known Japanese statesman.

THE NEW JUBILEE ROAD.

LETTER BY MR. O. C. G. MASTER.

The following letter has been forwarded to us for publication:—

Hongkong, 18th June, 1897.

The Hon. C. P. Chater, Chairman of the Jubilee Committee.

Sir:—Before the proposed Jubilee Road is actually commenced at Kennedy Town where the Foundation stone is to be laid, may I ask that you and your Committee should once more consider the utility of that portion of the proposed road to run round Mount Davis and along the coast line until it joins the present road to Aberdeen, which I assume will be near the last Bay before Aberdeen is reached.

I ask you and the Jubilee Committee to seriously consider whether it is desirable to commence the road from such a distant point as Kennedy Town and carry it round Mount Davis rather than to improve the present Pokfulam Road by giving its gradients.

If the present idea of making the Road round Mount Davis is carried out the cost of the road up to the point where it will join the Aberdeen Road will surely be very large as compared to the cost of easing the gradients of the Pokfulam Road; and does not the question arise as to whether the result will justify the cost?

I would also ask you and the Committee to consider whether, assuming a new road were made round Mount Davis and the gradients of the Pokfulam Road were also eased, along which road would the majority of pedestrians, bicyclists, carriages, and equestrians proceed in order to get to the new Aberdeen, or even if the majority had to go to the new road they would probably proceed through China town in order to enjoy the new road preferably to using an improved Pokfulam Road and by so doing avoid passing through the Chinese town. I would also ask you and the Committee to take to open air exercise merely on account of a new road, to reach the commencement of which many would have to travel a considerable distance?

I beg that you and the committee will take steps to ascertain whether the wishes of the subscribers to the Jubilee Fund are really in favour of carrying the proposed road round Mount Davis irrespective of cost, and that this letter may be brought to the notice of the authorities before a sum, probably exceeding \$100,000, is spent in making such portion of the proposed new road and which after it is made may be found to be a failure as far as its use and benefit is concerned.

Will it not be better to first commence the improvement of the present pathway between Aberdeen and extend the Shaukiwan road to Sai Wan Bay, leaving the question of the advisability of a road round Mount Davis to be considered later when the question of expense and utility has been more fully considered?

It is my opinion that the Jubilee Committee, who were nominated by the Governor, have not discussed the question of a Road round the Island with the public at a Public Meeting and when it is also considered that to complete such a road a good deal of public money will have to be spent, making such portion of the proposed new road and which after it is made may be found to be a failure as far as its use and benefit is concerned.

I am sending a copy of this letter to the local Press—I am, Sir, Yours faithfully,

GEORGE C. C. MASTER.

HER MAJESTY'S RECORD.

REIGN.

For the Celebration of the Sixtieth Anniversary of the Reign of Her Most Gracious Majesty Queen Victoria, the Hon. Treasurer begs to acknowledge with thanks the receipt of the following contributions, viz:—

Already acknowledged	\$55,050.84
Institution of Engineers and Shipbuilders of Hongkong	150.
Horse Repository & Hongkong	50.
Duty	50.
Yick Yick	50.
W. F. Wemyss	25.
Frederick Bishop	25.
J. W. Bolles	20.
N. G. E.	20.
M. M. Alvarez & Co.	20.
John Leung	15.
E. W. Moore	10.
Geo. Eckley	10.
Arthur Anderson	10.
Rev. A. Cliff	10.
A. Moir	10.
Wm. Haynes	10.
A. P. Nibbs	10.
A. G. Morris	10.
X. Y. Z.	5.
D. H. Silas	5.
W. H. T. Davis	5.
A. M. Raza Parania	5.
C. W. Duggan	5.
J. Mahomed	5.
R. A. Gubbey	5.
S. H. Michael	5.
P. J. J. Woodhouse	5.
T. K. Dealy	5.
J. E. Gomes	5.
George Walker	5.
Chadwick Kew	5.
J. M. Gomes	5.
R. O. Vania	3.
Vital T. dos Remedios	3.
L. E. O.	3.
A. M. Raza Parania, Jr.	2.
D. A. C.	2.
J. H. C.	2.
P. M. N. S.	2.
M. E. R.	2.
R. H.	2.
F. P. de V. Soares	2.
R. R. Roberts	2.
Jose A. de G. Gracia	2.
F. H. Hyndman	2.
F. E. E.	2.
O. Bagshaw	2.
A. E. Allerton	2.
V. F. V. Ribeiro	2.
E. M. S.	2.
F. M. Raza Parania	2.
H.	1.
Anonamous (For Women and Children)	1.
P. S.	1.
A. M. L. Soares	1.
J. J. Monteiro	1.
E. Roberts	1.
H. M. B.	1.
A. H. M. de Silva	1.
T. Alouso	1.
A. J. G. de Rocha	1.
J. F. C. de Rocha	1.
J. M. de Rocha	1.
F. M. P. de Rocha	1.
B. B.	1.

RECORD REIGN CELEBRATIONS.

STEAM LAUNCH PROCESSION.

Mr. H. E. Woodhouse, C.M.G., sends us the official programme of the steam launch procession to be held on the evening of June 22. It is particularly requested that owners of steam launches will impress upon the officers in command of the launches the strong necessity of strict compliance with the directions of the commander of the flotilla. A second rehearsal of the programme will take place on Friday, 18th inst., at five o'clock (rain or no rain), at which it is requested that as many launches as possible be present. The launches will fall in as before to the west of Jardine's Wharf. The following instructions are given for launches taking part in the procession:—

1. Launches will please assemble in their places not later than 7 p.m.

2. The largest Launches should be at the head of the Procession. They should therefore be the earliest arrivals at the point of assembly.

3. Launches belonging to the same owner or Hong will please keep together and form in line of the procession, as far as possible, about their own length apart.

4. The Launches will be divided into two divisions, and a European Officer will be placed in command of the leading and last launches of each division.

5. The route of the Procession will be marked by red and white flags, and the launches will be directed by the European Officer.

6. In order to take up their position, Launches must proceed West by way of the Central Pier, as far as the Victoria Wharf, enter between the lines of Cargo Boats at their Western extremity.

7. The first Launch (which, as before stated, should be one of the largest) after entering between the lines of Cargo Boats, will take up his position as Head of the Procession, ahead of the Victoria Wharf, being constructed by the Steamboat Company, of the end of Bonham Strand, where she will please anchor by the head or stern as may be necessary so as to keep heading towards the East.

8. The remaining Launches will form in one line astern of her, and of each other, following by the head or stern as may be necessary so as to keep heading towards the East.

9. Lighting up will commence at 8.15 p.m.

10. A Rocket will be fired from the leading Launch as a preparatory signal 5 minutes before the Procession starts, and then be got up and the Launches straightened up ready to proceed.

11. A second Rocket will be fired from the leading Launch at 9 p.m. as a signal to start.

12. The route will be traversed by the Launches at Slow Speed each carefully watching her next ahead, and keeping a distance from her of about her own length.

13. On arriving at the end of the line of Cargo Boats, the leading Launch will cross speed and turn 16 points to Port passing round the lighter or a torpedo boat which will be moored at No. 11 Buoy in the Mon-of-war Anchorage, she will then range up alongside a lighter which will be moored for that purpose off Murray Pier, and will then range up alongside a lighter which will be moored for that purpose off Murray Pier, and will then range up alongside a lighter which will be moored for that purpose off Murray Pier.

14. Each Launch will range up in the manner, range up alongside her next ahead and pass a bow and stern fast to her.

15. A line ahead, having thus been formed of the first division, the leading Launch will then range up alongside a lighter which will be moored for that purpose off Murray Pier, and will then range up alongside a lighter which will be moored for that purpose off Murray Pier, and will then range up alongside a lighter which will be moored for that purpose off Murray Pier.

16. At a given signal (a blue light) from the directing launch, which will have taken up a position in front of the line, the Launches, keeping their formation of line ahead, will wheel together 8 points to Port and then stop.

17. The Chinese coxswains should be particularly warned that in making this wheel the speed should be as fast as possible and a little starboard helm used. If this instruction is not observed, and too much helm is used, the Launches will be crowded out and the line broken, while with a little care, the movement is simple, and, if correctly performed, will be very effective.

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97. At a given signal (a blue light) from the directing launch, which will have taken up a position in front of the line, the Launches, keeping their formation of line ahead, will wheel together 8 points to Port and then stop.

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